*[English]*

MR SPEAKER : I know Shri Giri's hand is higher because right from the morning he has been raising his hand

SHRI SUDHIR GIRI : Mr Speaker, Sir, the Minister has said that to meet the increasing demand wagons have to be procured. I would like to know from the Hon. Minister whether such procurement would be made from the domestic market or from abroad. The former Railway Minister, Shri Jaffer Sharief, had said that the Railways had procured wagons from abroad to meet the demand of the country In future the demand of wagons would increase The hon. Minister has pointed out that wagons have to be procured. May I know from the hon. Minister whether such wagons will be procured from domestic market or from abroad?

*[Translation]*

SHRI RAM VILAS PASWAN . Mr. Speaker, Sir, he had made a detailed recommedation in this regard. When an open tender was floated, bottlenecks were created as a result thereof However, I would like to inform Hon Membes that so far as the procurement of wagons from abroad is concerned, we won't procure the wagons from abroad. Competition would be there in the country itself for all procurements . *(Interruptions)*

*[English]*

SHRI V.V. RAGHAVAN : In his reply the hon Minister has stated that priority is being given to special sectors like food, etc. It is our experience in Kerala that when we procure rice and other essential commodities from far away States, for want of wagons they keep on lying there itself and we have to pay huge demurrage charges As a result of this the prices shoot up. Discrimination is being shown towards the State of Kerala The officials influence the sanctioning authority not to release wagons required for loading rice and other essential commodities to Kerala So the prices of these essential commodities are going up I would request the hon Minister to kindly instruct the officials to give priority in sanctioning wagons for loading rice and other essential commodities to Kerala.

SHRI RAM VILAS PASWAN There is no question of giving priority

*[Translation]*

Whenever we receive any complaints in this regard, we take action immediately As I have told the Hon Members that the production of wagons has declined during last four years We have been able to procure only 74303 wagons against the target of 81000 wagons and we intend to procure 25000 wagons this year to meet the shortage and thus, I think that all the compalints will be resolved them

SHRI RATILAL KALIDAS VERMA Mr Speaker, Sir, Gujarat leads in salt production. Large quantity of salt gets accumulated there and since the wagons are not given in time, it causes a lot of problems to the traders of Gujarat. The number of wagons required by the people of Gujarat for carrying salt in the coming season should be allotted to them. Secondly there are coal based electrically generators in Gujarat. At times electricity generation is affected in the absence of coal I would like to know from Hon'ble Minister as to whether he would provide the required number of wagons to Gujarat for transportation of coal and salt?

SHRI RAM VILAS PASWAN : I have already stated that out of the total wagons, 7000 are meant exclusively for Gujarat and we would definitely pay attention to it.

*[English]*

MR. SPEAKER It seems today is the day for Railways. The next question is also on Railways

*[Translation]*

**Conversion of Narrow Gauge Line into Broad Gauge**

*83. SHRI GANGA RAM KOLI : Will the Minister of RAILWAYS be pleased to state :

(a) the details of narrow gauge lines proposed to be converted into broad-gauge in Rajasthan during the current financial year;

(b) whether there is any proposal to convert Mathura-Badi-Dholpur rail line into broad guage; and

(c) if so, the details thereof?

*[English]*

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) No narrow gauge lines are under conversion in Rajasthan However, the metre gauge lines which will be converted in Rajasthan during the current financial year are Mehsana-Ajmer, Viramgam-Mehsana and Marwar-Jodhpur.

(b) and (c) There is no line from Mathura to Dholpur via Badi. Perhaps the Member is referring to Dholpur-Sazmathura narrow gauge line A survy for conversion of this line is in progress Further consideration would be possible once the survey report becomes available

*[Translation]*

SHRI GANGA RAM KOLI . Will the Minister of Railways be pleased to state the details of narrow gauge lines proposed to be converted into broad gauge in Rajasthan during the current financial year. Mathura is mentioned herein which is a misprint. It is Sarmathura. Whether there is any proposal to convert Sarmathura-Badi-Dholpur rail line into broad gauge?

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, Hon'ble Members would be pleased to know that

Rajasthan is not lagging behind in the matter of gauge convertion, rather it is for ahead

SHRI GANGA RAM KOLI Is it leading because all the lines are metre gauge lines?

SHRI RAM VILAS PASWAN The question you have asked, he has stated correctly that there is broad gauge line from Mathura to Dholpur *(Interruptions)*

*[English]*

MR SPEAKER . The Minister has not completed his reply

*[Translation]*

SHRI RAM VILAS PASWAN You have asked about Dholpur-Sarmathura line. According to the data in respect of Rajasthan as on 1.4.92, 4506 Kms rail line is metre gauge and 84 Kms is narrow gauge Upto 1995-96 gauge conversion of 1310 Kms has been carried out and the gauge conversion of 521 Kms is in progress and we have added another 1682 Kms in Action The actual action plan of Defence is 576 Kms under the Defence Account in Ninth Plan So all of this totals up to 4089 Kms under all the heads in action plan and there is a total of 5506 Kms rail line in that area If you deduct 4089 Kms only 417 Kms are left and I think that this achievement is quite satisfactory and during last five years out of the total expenditure encurred on gauge conversion in the entire country, 34% was spent in Rajasthan, hence the situation is quite satisfactory *(Interruptions)*

SHRI GANGA RAM KOLI This reply is not satisfactory I have submitted that at least ten lakh people travel daily on Dholpur-Sarmathura line which is a narrow gauge line I would like to know about the time by which you are going to complete the conversion work This position is not new, it is ages old In fact, nothing has been done so far in Rajasthan

SHRI RAM VILAS PASWAN Mr Speaker Sir I have stated the actual position Now I would like to request Hon'ble Member to wait for the budget *(Interruptions)*

DR GIRIJA VYAS Sir, I would like to submit that there is no broad guage line in South Rajasthan The guage conversion has been carried out in a part of Rajasthan whereas Udaipur has been left out Sir 85 percent tourists visit Udaipur This area meets the requirement of 85 percent zinc and 90 percent rock phosphate There are Silver and Gold mines in the area and it is very important from tourism point of view Inspite of this, the area has not been touched at all I would like to ask the Hon'ble Minister as to when the work is likely to be started on the phase one for which foundation was laid in Udaipur by Hon'ble Kalmadiji?

SHRI RAM VILAS PASWAN Mr Speaker, Sir I want your guidance because Rail budget is to be presented at 12 and question is being asked regarding a rail line *(Interruptions)*

*[English]*

SHRI N K PREMCHANDRAN Sir I would like to know from the hon Minister, firstly, whether there is any proposal to convert the Quilon-Shenkottah metre-gauge line into broad-guage secondly whether a proposal to stop goods traffic on the Quilon-Shenkottah line is under consideration, and if so why?

MR SPEAKER The Minister cannot say anything now about a particular line because the Budget is going to be presented at 12 O clock Ask questions on policy matters and nothing else

SHRI SAT MAHAJAN Sir through you I would like to draw the attention of the hon Railway Minister that it was a declared common policy that there will be a uni-gauge in the whole country I want to know whether that policy had been abandoned and if not what steps have been taken to convert Kangra-Pathankot-Joginder Nagar and Kalka-Shimla lines from anrrow-gauge to broad-gauge? About 33 per cent had been allotted for Rajasthan and not even a penny had been spent for Himachal Pradesh

*[Translation]*

SHRI RAM VILAS PASWAN I can only say that the policy of the present Government is to concentrate on the neglected areas of the country and as far as is possible, we try to do the best even by relaxing the normal rules

The hon'ble Member know that survey is conducted before laying a new rail line After that a proposal is sent to the Planning Commission and then to the Board After getting approval of the Board it is sent to the Cabinet Committee and at lost to CCA Passing through such a long process it is given final shape But the policy of our Government is that it is paying special attention to the North-East desert areas, Jammu and Kashmir, Himachal Pradesh Madhya Pradesh and other backward areas *(Interruptions)*

*[English]*

SHRI SAT MAHAJAN His answer has nothing to do with conversion I am talking about conversion only and not new lines

*[Translation]*

SHRI LALMUNI CHAUBEY My question relates not only to any State but to the whole country I would like to know as to why the time of arrival of trains is different whereas the distance and fare are the same Whether the Government will ponder over this anomally and revise their fares accordingly?

SHRI RAM VILAS PASWAN Mr Speaker Sir, equal distance, equal fare and same time may be possibe if the hon'ble Member starts cooperating us *(Interruptions)*

SHRI LALMUNI CHAUBEY Basically my question pertains to fares....*(Interruptions)* Is it possible that along with the equal distance and equal fare, the arrival time may also be the same ..*(Interruptions)*

SHRI GIRDHARI LAL BHARGAVA : When hon'ble Suresh Kalmadi was the Minister of Railways, he assumed that to lay railway track from Bandikui to Agra Fort was very necessary because it is causing a loss of at least Rs 20 lakh a day, not a month. He laid the foundation of this track but after that no progress has been made in this regard. I would like to ask the hon'ble Minister that by when the laying of railway track from Bandikui to Agra Fort is likely to be completed Tenders have been issued twice for that but they were cancelled both times I would like to know clearly from you that by when the track is likely to be completed? Besides this, as Bahanji has just now raised the matter of Udaipur railway track, the inauguration of laying of which has also been done. The Chair of the Minister of Railways cannot change, only persons sitting in it may change I would like to know from the hon'ble Minister of Railways that by when these two projects are likely to be completed?

SHRI RAM VILAS PASWAN Mr Speaker, Sir, I can only say that now railway budget will be presented in the House before you and you will be given opportunity to discuss on it If there is no mention about a particular time, I will give information to the hon'ble Members about that line while giving reply to the discussion on railway budget

DR. RAM LAKHAN SINGH Mr. Speaker, Sir, I would like to know from the hon'ble Minister whether he will get the incomplete railways lines of Madhya Pradesh completed soon, construction of which has come to standstill? Whether any provision will be made for them in the railway budget which is going to be presented in the House today?

SHRI RAM VILAS PASWAN . Government intends to convert all metre-gauge tracks into broad-gauge and we will try to convert them into broad-gauge by Ninth Plan There are about 7000 kilometre such tracks which are required to be converted If even after that some tracks are left they will be converted in the beginning of the Tenth Plan

We have to see as to whether all the metre-gauge or narrow-gauge tracks can be converted or not Out of them, which ever tracks are necessary to be converted we will convert them under a time bound programme

**Area under Foodgrains**

*84. -

JUSTICE GUMAN MAL LODHA

PROF PREM SINGH CHANDUMAJRA

Will the Minister of AGRICULTURE be pleased to state .

(a) the total area of land under cultivation of wheat, paddy, oilseeds, pulses and other coarse foodgrains including vegetables and fruits in the country during 1993-94, 1994-95 and 1995-96;

(b) whether the farmers in several States have shown interest in producing other crops instead of wheat and paddy;

(c) if so, the reasons therefor; and

(d) the steps proposed to be taken by the Government to encourage the farmers to produce wheat and paddy?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) : (a) to (d) A statement is laid on the Table of the House.

**STATEMENT**

(a) Area under cultivation of wheat, paddy, oilseeds, pulses, coarse cereals, fruits and vegetables during 1993-94, 1994-95 and 1995-96 is as follows :-

*Area under Cultivation*

(Million hectares)

| Crops | 1993-94 | 1994-95 | 1995-96 (Likely) |
|---|---|---|---|
| Wheat | 25.15 | 25.64 | 25 18 |
| Paddy | 42 54 | 42.24 | 42.42 |
| Oilseeds | 26.90 | 25.26 | 26.24 |
| Pulses | 22.25 | 23.17 | 23.46 |
| Coarse Cereals | 32.81 | 32 50 | 31.74 |
| Vegetables* | 4 27 | - | - |
| Fruits* | 2 94 | - | - |

* Estimates for 1994-95 and 1995-96 are not yet available

(b) and (c) The farmers have shown interest in diversifying their cropping system to raise their income This diversification has, however, not been against rice and wheat but other low yielding crops like coarse cereals

(d) In order to increase the production of wheat and paddy, two centrally sponsored schemes viz., (i) *Integrated Cereals Development Programme in Rice* Based Cropping System Areas (ICDP-Rice) and; (ii) Integrated Cereals Development Programme in Wheat Based Cropping System Areas (ICDP-Wheat) ae being implemented besides ensuring remunerative prices and helping the farmers in increasing production and productivity of these crops

JUSTICE GUMAN MAL LODHA Hon'ble Speaker, Sir, this question is of the national importance. Though at present, the production of wheat, paddy, millet and barley is decreasing gradually, farmers are inclined to produce cash crops. As a result of that country is facing short supply of wheat, rice, millet and barley. On the